POST OFFSET TABLE

<table>
<thead>
<tr>
<th>Fill or Cut</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.81</td>
<td>0.04</td>
</tr>
<tr>
<td>7.62</td>
<td>0.15</td>
</tr>
<tr>
<td>11.42</td>
<td>0.34</td>
</tr>
<tr>
<td>15.22</td>
<td>0.60</td>
</tr>
<tr>
<td>19.02</td>
<td>0.94</td>
</tr>
<tr>
<td>22.81</td>
<td>1.35</td>
</tr>
</tbody>
</table>

NORMAL RAIL SECTION PARALLEL TO SHOULDER

PROJECTION OF NORMAL RAIL SECTION PARALLEL TO SHOULDER

EDGE OF PAVEMENT

TRAFFIC FLOW

PLAN - FILL OR CUT
DIVIDED HIGHWAY

ELEVATION
DIVIDED HIGHWAY

1. FOR STRONG POST SYSTEM, ADD POST AT POINT "X".
2. THIS STANDARD DRAWING IS NOT APPLICABLE TO NEW 100 SERIES HIGHWAY CONSTRUCTION WHERE ENERGY ABSORBING GUARD RAIL TERMINALS (EAGRT) SYSTEMS ARE SPECIFIED.
3. MEASURED FROM FACE OF RAIL BASED ON NORMAL RAIL SECTION PARALLEL TO SHOULDER AT "A".
4. GUARD RAIL MAY BE PLACED AS PRACTICABLE FROM EDGE OF SHOULDER. IN NO CASE MAY GUARD RAIL BE PLACED DOWN THE SLOPE.
5. FOR 2-LANE/2-WAY ROADWAYS, BURY BOTH ENDS OF GUARD RAIL.
6. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.

NOVA SCOTIA
Transportation and Infrastructure Renewal

STEEL BEAM GUARD RAIL
END TREATMENT HS520

Scale: N.T.S.
Drawn by: M. LABRECQUE
Checked by: J. RAEB
Date of Plan: AUG 2009
File No.: S-2009-072